

BEHRING SEA BILL SIGNED.

ENGLAND'S CONSENT TO THE ARBITRATION TREATY AWAITED.

THE NEXT STEP WILL BE THE APPOINTMENT OF COMMISSIONERS TO PASS ON THE CLAIMS OF CANADIAN SEALERS.

Washington, May 8.—The President today approved the bill appropriating \$75,000 to defray the expenses of the United States in the proposed joint commission which, according to the provisions of the treaty recently agreed to by the Senate, is to meet at San Francisco to assess the damages to be sustained by the United States from the seizure of the fishing boats of the United States by the British.

The modifications made by the Senate in the convention as originally agreed to by Sir Julian Pauncefote, the British Ambassador, and Secretary Olney require that the agreement shall be approved by the Senate.

As soon as this is accomplished the three commissioners will be appointed—one by the United States, one by Great Britain, and one by the President of the Swiss Republic.

TO HAVE CLERKS THE YEAR ROUND.

REPRESENTATIVES VOTE TO PUT THEMSELVES ON AN EQUALITY WITH SENATORS.

Washington, May 8.—After several years' discussion and unsuccessful attempts, members of the House today voted—130 to 108—to place themselves on an equality with the Senate in the matter of having clerks the year round instead of the four months of Congress only. It was not until 1880 that the House voted even so far as that. Today's action was preceded by an animated debate of an hour or more, in which the resolution introduced by Mr. Hartman (Rep., Mont.), and reported by the Committee on the Judiciary, was warmly supported.

It was on the ground that the Treasury was not in a position to meet the increased expense, but two members suggested that the services of clerks were not needed. The resolution was warmly supported by Mr. Hartman and Mr. Henderson (Rep., Iowa). Before being passed it was amended (Rep., Iowa) to exclude representatives who are chairmen of committees having no clerks.

Among the bills passed during the session were the following: To quiet titles of certain bona fide purchasers of public lands; to quiet titles to lands in Arizona grant, Columbia County, Ga.; authorizing the construction of life-saving stations at Point Bonito, Cal., and Port Huron, Mich.; appropriating \$5,000 to enable the President to deposit five hundred Canadian Cree Indians in Montana to the border and deliver them to the Canadian authorities; twenty-four pension bills; a resolution was agreed to have been carried out by the provision of the Sundry Civil Appropriation bill for the current year that negotiations be entered into with the Government of Great Britain to secure the abrogation or modification of the regulations that Government requiring American cargo ships to be visited by British inspectors at the port of entry.

At 10 o'clock the House took a recess until 8 o'clock, the evening session being called for 8 o'clock.

TO INVESTIGATE BOND SALES.

CHIEF MORRILL WILL PROBABLY APPOINT HIS COMMITTEE TO-DAY.

Washington, May 8.—There will be a special meeting of the Senate Committee on Finance to-morrow to hear the testimony of the witnesses in the case of the investigation of bond sales provided for by the resolution which passed the Senate yesterday. It is not thought that this committee will finish its labors before Congress adjourns.

PROCEEDINGS IN THE SENATE.

CONSIDERATION OF THE RIVER AND HARBOR BILL NEARLY FINISHED.

Washington, May 8.—Among the dozen or more bills which were passed by the Senate to-day were the bill to amend the act to provide for the erection in Washington of a monument in honor of Samuel Hahnemann, the founder of the medical school of homoeopathy, and appropriating \$4,000 to erect the monument; and the bill to amend the act to provide for the erection of a monument in the Capitol grounds.

The consideration of the River and Harbor bill was finished, with the exception of one amendment involving the bitterly contested question of the location of a deep-water harbor in Southern California. The committee on Commerce reported an amendment to the bill providing for a breakwater and outer harbor at Santa Monica, while the Senators from California and Mr. McLachlan, district representative from Los Angeles district, opposed the amendment and favor the selection of San Pedro, having on their side of the question the reports of two boards of army engineers sent out to examine the matter. Senator White (Cal.) addressed the Senate on the question, but the committee did not finish his argument when the Senate, at 5:15 p. m., adjourned until to-morrow.

MINISTER WILLIS MAY RETIRE.

HE IS SAID TO PREFER CONGRESS TO HAWAII.

Washington, May 8 (Special).—Albert S. Willis, the United States Minister to Hawaii, who is now detained in San Francisco by illness, is reported to be anxious to re-enter Congressional life. He served three terms in the House from the Louisville district in Kentucky, and his return to this country is said to be for the purpose of sounding sentiment among his constituents with a view to securing their re-election.

The election is now for the first time in its history, represented by a Republican. The local Democracy is demoralized and faction rent, and is casting about for a leader of differences. Mr. Willis has been in the Hawaiian Islands for some time, and he is said to be in the unhappy history which has been made in the Hawaiian Islands by the United States.

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IMPORTANT NAVAL CHANGES.

TRANSFERS AND ASSIGNMENTS BY SECRETARY HERBERT.

NEW COMMANDERS FOR MARE ISLAND AND WASHINGTON NAVY YARDS—CAPTAIN REED'S ORDERS TO THE NEWARK REVOKED.

Washington, May 8.—Several important changes in the duties of naval officers were made by the Navy Department to-day. Rear-Admiral W. H. Kitchin, now on waiting orders, was directed to assume command of the Mare Island Navy Yard, California. Commodore C. S. Norton was detached from the command of the South Atlantic station and assigned as commander of the Washington Navy Yard. Captain H. L. Howison was detached from the command of the Mare Island Navy Yard and ordered to special duty in connection with the new battleship Oregon, with a view to being placed in command of that vessel. Commander O. W. Farnholt was detached from his duties as an inspector of the Third Naval District, Portland, Ore., and placed on waiting orders.

After a consultation with the President this afternoon, Secretary Herbert decided to revoke an order assigning Captain Allen V. Reed to the command of the Newark, and directed instead that he should appear immediately before a Board of Officers for examination as to his fitness for promotion. This action places the somewhat noted case of Captain Reed in a position nearer settlement. He has been since President Cleveland declined to promote him to the rank of commodore, and thus caused a stagnation in promotions below the grade of captain.

Orders were issued to-day detaching Chief Engineer G. F. Kutz from the Mare Island Navy Yard on June 25, and directing his retirement the next day. The retirement is at his own request, and the forty years' service law. The resignation of Ensign W. B. Franklin has been accepted by the President.

Other orders were issued as follows: Lieutenant N. Sargent, from the Petrel, ordered home and directed to be ready for sea duty; Ensign J. G. Macfarland, from the Concord, to the Bennington; Passed Assistant Paymaster E. B. Webster, from the Concord, and granted two months' leave; Passed Assistant Paymaster S. Phillips, from the Bennington, and granted three months' leave; Assistant Paymaster P. Mohun, from the Petrel to the Bennington; Passed Assistant Engineer W. Smith, from the Newark, ordered home and granted three months' leave; Assistant Engineer E. K. Pollock, to the Newark.

Rear-Admiral McNair telegraphed to the Navy Department to-day that the Olympia, Detroit and Plattsburgh, which were at the Yorktown, have composed a squadron of evolution, and have spent some time in manoeuvres along the coast. The evolution has been finished, as the dispatch from Admiral McNair also said that the Yorktown, the original documents from Venezuela's claim are still in process of translation, and may not be presented to the Commission for several weeks.

Secretary Herbert has under consideration a report from the Naval Board on Construction, concerning the plan of the Board provides for new boilers and machinery which will give to the vessel a speed of sixteen knots and a horsepower of 4,000. The plan of the Board provides for the present single screw. Her speed as developed on the official trials was fifteen knots and the horsepower 3,300. If the plan is carried out the travelling range of the Atlanta will be increased about 200 miles, gaining through additional coal-burners of the vessel is contemplated.

A report made to Secretary Herbert by the United States Ship Ranger, built nearly a quarter of a century ago by John Roach at Chester, Penn., was made into practically a light vessel. The scheme contemplates a thorough overhauling of the Ranger's machinery, the construction of a light vessel. New modern batteries, not included in the amount given, are also recommended by the committee.

Passed Assistant Paymaster E. B. Webster, who arrived in San Francisco on the Concord on Sunday, and who was said to be a deposit of \$25,000 alleged to have been given in his care as surety for Mr. Tobin, his clerk, was detached from the Concord. This indicates that Paymaster Webster is free from any displeasure of the Department, and that, if an investigation is held, it has fallen to the ground.

ARMY AND NAVY NOTES.

MORE VACANCIES IN THE NAVAL ENGINEER CORPS.

THE CASE OF LIEUTENANT SCHOFIELD—THE NEW NAVY SMALL ARMS—SMOKE-LESS POWDER.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, May 8.—More vacancies are to occur in the Engineer Corps of the Navy. The corps is short-handed by twenty-four at present. The prospects are that this number will be increased to twenty-seven. Officers of the corps view the situation with much concern and say that it is important that Congress should pass some bill to increase the commissioned engineers at this session.

A few days ago Chief Engineer J. W. Thompson, who has been in the corps since 1873, was promoted to the rank of Rear-Admiral. His request has been favorably acted upon by Secretary Herbert, and the President has approved the promotion. Chief Engineer G. F. Kutz is also to be transferred to the retired list. In June, Chief Engineer Jackson, who has been in the corps since 1873, will make the vacancies in the Engineer Corps.

The consideration of the River and Harbor bill was finished, with the exception of one amendment involving the bitterly contested question of the location of a deep-water harbor in Southern California. The committee on Commerce reported an amendment to the bill providing for a breakwater and outer harbor at Santa Monica, while the Senators from California and Mr. McLachlan, district representative from Los Angeles district, opposed the amendment and favor the selection of San Pedro, having on their side of the question the reports of two boards of army engineers sent out to examine the matter.

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and double pay for overtime. The basis of settlement is 44 cents and eight hours to constitute a day's work. The men demanded an increase of 75 cents an hour, or double the amount conceded.

AN EXPERT GOES TO HOLLAND.

TO INVESTIGATE DUTCH RECORDS FOR THE VENEZUELAN COMMISSION.

PROFESSOR GEORGE L. BURR'S TRIP MEANS THAT THE COMMISSION IS DETERMINED TO ASCERTAIN THE FACTS FOR ITSELF.

Washington, May 8.—The Venezuelan Commission's chief historical expert, Professor George L. Burr, will sail for Holland to-morrow to investigate the Dutch records bearing on the boundary dispute. Professor Burr, who holds the chair of history at Cornell University, has been in Washington for the last two months developing evidence relating to Dutch claims in South America. He is said to have extraordinary personal qualifications for the task. He is a native of Holland, and has lived in Amsterdam, and other cities of the Netherlands, where documents are believed to exist which cannot fail to influence the final decision of the Commission.

In the British Blue Book nearly all the allusions to Dutch records are given in a general way without precise reference to the volume or archives where they can be found and verified or amplified. As that publication also fails to give copies of important documents, which in all likelihood are extant, as they are referred to by many historical writers, the Commission has deemed it advisable to have Professor Burr make an exhaustive examination of all the evidence on which many Blue Book arguments rest. Professor Burr's studies with the Commission developed a number of statements by both English and Dutch, claiming to be based upon original records, and an attempt will be made to solve beyond doubt many discrepancies and inconsistencies or to find explanations for them. In sending this expert abroad the Venezuelan Commission gives notice that it does not propose to base its findings of fact in the dispute upon the statements of the other party, but to go back to the source from which those authorities derived their information, or claimed to have so, and ascertain with certainty the real facts.

Professor J. Franklin Jameson, of Brown University, has been here for the last week pursuing the course of study similar to that of Professor Burr among the vast mass of documents, books and maps collected.

The Commission is now looking forward to the receipt of the supplementary Blue Book, which is expected to be received about the middle of the month. It contains copies of all the documents quoted in the first book, which, by their incomplete condition, had caused much unfavorable comment. Soon after this paper appears an expert similar to Professor Burr will be sent to examine the original documents from Venezuela's claim are still in process of translation, and may not be presented to the Commission for several weeks.

RAILROAD INTERESTS.

PLEASED WITH ITS WORKINGS.

A CHORUS OF PRAISE FOR THE JOINT TRAFFIC ASSOCIATION AT A MEETING OF THE BOARD OF CONTROL.

A meeting of the Board of Control of the Joint Traffic Association was held yesterday in the rooms of the association, at Liberty and West sts. President George B. Roberts, of the Pennsylvania Railroad, occupied the chair. The others present were: Chauncey M. Depew, and the second vice-president, H. J. Hayden, of the New-York Central and Hudson River Railroad; the second vice-president, J. D. Loring, of the West Shore; the first vice-president, Frank Thomson, of the general managers of the committee to revise the Pennsylvania; the first vice-president, James McCrea, and the general agent, D. S. Gray, of the Pennsylvania Company; the first vice-president, D. E. Thomas, of the Erie; President Thomas P. Fowler, of the New-York, Ontario and Western; the president and receiver, John K. Cowen, of the Baltimore and Ohio; President Samuel Sloan, and the traffic manager, B. A. Hegeman, of the Delaware, Lackawanna and Western; President Sir Charles Rivers Wilson, and the general manager, E. M. Hays, of the Grand Trunk; the first vice-president, E. P. Wilbur, of the Lehigh Valley; the president and receiver, Joseph S. Harris, of the Philadelphia and Reading; the freight traffic manager, W. P. Walker, Jr., of the Chesapeake and Ohio; President J. G. McCullough, of the Chicago and Erie; President H. B. Ledyard, of the Michigan Central; President S. R. Callaway, of the New-York, Chicago and St. Louis; and President O. D. Ashley, of the Washington and Annapolis.

President Roberts, of the Pennsylvania, said, in opening the meeting, that the agreement of the Joint Traffic Association had proved of great benefit to both the railroads which were members of it, and to shippers, for in the first place it had secured revenues and in the second place it had secured stable rates so that patrons of the roads were all treated alike. It was desirable to have as members of the association all roads in its territory which were engaged in competitive business. There were some important lines which were not members, but he hoped they would be prevailed upon to join.

Sir Charles Rivers Wilson, of the Grand Trunk, said that the foreign holders of securities of the association in the territory were in hearty sympathy with the object of the association, for they realized that it prevented a large part of their earnings from being sent out of the country to the London and Western Railroad and it was in favor of their local jointing the association.

President Depew, of the New-York Central, spoke of the favorable results of the agreement and said that roads which were members of the association had the best interests of their security-holders and their patrons.

George R. Richards, the commissioner of the State of New York, said the agreement had been more beneficial to all concerned than any that had ever before been entered into by the association. He recounted the work of the association and said it had dealt with more than 1,000 subjects since its formation.

President Loring, of the West Shore, said that while his road would co-operate with it and comply with its regulations and adhere to its rates, he would not be present by invitation, declared that his road was in the hands of receivers and therefore under the control of the court. For this reason, he did not think it would have the privileges it was entitled to if it should go into the association. This latter part of his speech was met with a burst of applause.

President D. Woodford, of the Cincinnati, Toledo, and Western, who was also present by invitation, announced that his road would join the association if other roads joined. He mentioned the Toledo, Cleveland and Western, the Lake Erie and Western, the last-named three roads were not represented.

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("THE QUEEN OF TABLE WATERS")

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HOMES FOR WAGE EARNERS.

THE PLAN OF THE HOUSING COUNCIL SET FORTH AT COOPER UNION.

R. FULTON CUTTING, PROFESSOR GOULD, BISHOP POTTER AND DR. RAINFORD AMONG THE SPEAKERS—RESOLUTIONS ADOPTED APPROVING THE PROJECT.

In response to invitations sent out by the Improved Housing Council and disseminated by the various labor unions of the city, Cooper Union was fairly well filled last evening by men who wished to hear the explanation of how it is possible for model tenements or comfortable suburban houses to be brought within the reach of the masses of New-York. The plans of the Council have been maturing for some time, but were last evening for the first time publicly explained to the representatives of those to whom they apply.

The work of the Council is so far advanced that the plans for model tenement-houses, for which a competition was invited about six weeks ago, will soon be chosen by the following committee: Professor E. R. L. Gould, Arthur W. Longfellow, architect, of the firm of Longfellow, Alden & Harlow, Boston, Mass., and W. H. Folsom, of the firm of Folsom Brothers. The officers and committees of the Council are as follows: President, R. W. Gilder; vice-president, W. Bayard Cutting; treasurer, Charles Stewart Smith; secretary, W. H. Tolman; Executive Committee—S. D. Babcock, R. Fulton Cutting, S. Nicholson Kane, Isaac N. Seligman, General Charles A. Whittier, the officers ex-officio and the chairmen of committees: Committee on Model Apartment-houses—Joseph S. Auerbach, chairman; Arthur W. Milbury, secretary; S. D. Babcock, Charles T. Barney, August Belmont, J. H. Cammann, W. Bayard Cutting, Miss Edith Kent, Edward Marshall, R. Reynolds, Miss C. Phelps Stokes and George W. Young; Committee on Separate Dwellings—Felix Adler, chairman; William P. H. Washington, secretary; Cornelius F. Doody, James Fitzgerald, Francis V. Greene, Henry Lewis Morris, John J. Pallas, Dr. Albert Shaw, Frederick A. Snow and P. J. McSwiney.

Others of the Council are the Rev. Dr. Lyman Abbott, G. B. Haggard, H. A. P. Doyle, C. S. Fairbank, Mrs. J. C. Jessup, President Seth Low, D. O. Mills, Morris J. P. Morgan, Bishop Potter, Jacob H. Schiff, the Rev. Dr. W. S. Rainford, Dr. T. F. Smith, Spencer Tracy, Cornelius Vanderbilt and A. T. White.

A GOOD HOME AS CHEAP AS A POOR ONE.

Many of the members of the Council were on the platform last evening when Carroll D. Wright, United States Commissioner of Labor, called the meeting to order, and explained that its purpose was to outline a plan whereby a good house could be secured to the workman at the same price that he is now paying for a poor one. "The question," he said, "is not whether a man can get a good house, but whether he can get a good house at a price that he can afford to pay. This is the question that we are here to discuss."

Professor Gould, of Johns Hopkins University, who is one of those most active in the improved housing movement, and who has spent several years in studying the subject, next proceeded to outline the practical workings of the plan. "I have been very much interested in the question," he began, "of the settlement of the nation, and the problem of the housing of the people. But this settlement cannot be secured by legislation alone. For its success it must have behind it the support of those whom its accomplishment will benefit. Public sentiment must be secured."

Commissioner Wright introduced R. Fulton Cutting, who spoke briefly of the necessity for improvement in the houses of the masses of wage-earners of the city. "There is a severely a man of you," said Mr. Cutting to his audience, "that is not paying too much for what he gets. What we propose to do is to give you more for your money."

The audience made it clear that it was perfectly willing to get more for its money.

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